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THE HONGKONG DISPENSARY.

25

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On communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 1st, 1910.

We note that a memorial was recently presented to the Throne recommending that in the elementary schools of China there should be "a course in the simplified characters" so as to hasten the day of universal education in China. These "simplified characters" are described as a recent invention, and we assume that the inventor has borrowed the idea from the Japanese. Newspapers in Japan are usually printed with two sets of characters. There are the big Chinese characters, which are read by the educated classes, and alongside these characters are printed the simple *Katakana* characters. Whereas a Chinese character directly represents a whole word—an idea—the *Kana* represents the sounds of which a word is composed, just as our Roman writing does. These *Kana* characters enable the news to be read by the man-in-the-street; consequently the Japanese newspapers enjoy extensive circulation and public opinion is consequently moulded and directed in Japan in a way which is not yet possible in China. We have associated the memorial on "simplified characters" with the subject of Chinese newspapers because just after reading a translation of the memorial we happened to alight upon an article by a Chinese writer voicing a desire to see established in the near future "a great, modern Chinese newspaper of the highest standard, edited by men of national reputation and high character," whose object it will be to promote and safeguard Chinese interests, whose editorial statements will reflect

the thoughts and opinions of the most intelligent Chinese, and serve as a guide to the world of the Chinese point of view on all political and international questions. People in Europe or America who have been instructed that China was civilized to a wonderful degree, and educated, too, within her own limits, long before England was a nation and long before America was born, would probably be surprised to read that "the circulation of a Chinese newspaper, however old-established and popular it may be, is not one-fifth-hundredth of a great Western daily." Yet, the statement is perfectly true. Notwithstanding China's early civilization and the fact that her population exceeds that of any other country in the world, there is no newspaper in Peking or any other city of this vast empire which can boast, like some of the London journals, of circulating a million copies daily. We doubt if there is one with a daily issue of ten thousand. Many reasons can be advanced in explanation of this, but probably not the least weighty resides in the difficulty which so large a percentage of the Chinese public experience in reading a newspaper. During the last decade or so there has been a very remarkable increase in the number of Chinese newspapers, coincident with the growth of the reform movement, which some of the earliest newspapers were established to foster and encourage. Just as the Japanese Press became a power in the land when the school system was remodelled and constitutional government was inaugurated, so we may expect to see within a very few years a similar development in Chinese journalism. Indeed the Chinese Government itself has anticipated this development as a natural consequence of the change in the system of government, for it was made one of the first duties of the "Office for the Study of Constitutional Politics" to draw up laws for the control of the newspaper Press. Though these laws are in many respects very rigorous—doubtless necessarily so in the present stage of Chinese journalism—and though they impose what would seem to a Western people some intolerable restrictions on liberty of speech, they yet appear to allow adequate scope for the development in China of a newspaper Press which will have in its power to render in the coming years a great and lasting service to the State.

It is reported that the French will reorganise the post office in Canton, Shanghai, Peking, Hankow, Dally and other ports.

A Danish adviser to the Chinese Imperial Post, Peking, has applied for naturalisation papers. The application is said to be the first recorded in China.

Mr. E. R. Hallifax was the only magistrate sitting at the Magistracy yesterday. Mr. J. B. Wood, the second magistrate, is absent on leave for a few days.

Two cases of diphtheria (one British and one Chinese), two cases of enteric fever (one British and one Indian), and two of mumps (both Chinese) represent the cases of communicable disease reported in the Colony of Hongkong last week.

The return of visitors to the City Hall Library and Museum for the week ending the 30th January, 1910, shows that of non-Chinese there were 409 to the Library and 250 to the Museum and of Chinese 237 to the former, and 2,649 to the latter. The Library was, therefore, used by 646 persons and the Museum by 2,899.

News has reached Shanghai that Dr. G. Patridge, the well-known veterinary and sanitary expert of the French Municipal Council, had passed away in Paris. Dr. Patridge had been suffering for some time from an affection of the neck, and in November last left Shanghai for Paris, where he hoped to be cured, but, as it would now sadly seem, this was not to be.

The Hon. Dr. J. M. Atkinson, P.C.M.C., is giving at the Y.M.C.A. on Mondays and Fridays a "First Aid" course in connection with the St. John's Ambulance Society. The lectures are given at 6 p.m.—a very convenient hour—and a good class ought to be assured. The course ought to be useful, especially to the police and sanitary inspectors who are members of the Y.M.C.A.

Sergeant Fowler charged three men and a woman before Mr. E. R. Hallifax at the Magistracy yesterday with kidnapping a child from Tsikokini. The defendants were arrested at Taipei while making towards Chinese territory with the stolen child. After hearing the evidence his Worship sentenced the three male prisoners each to twelve months imprisonment and six hours' flogging, and the woman to six months imprisonment.

A new English daily newspaper has made its appearance in Peking bearing the name of the *Peking Post*. The Chinese Capital now boasts of two English papers, the other being the *Peking Daily News*, which was established about two years ago. Both aim at giving the Chinese view of affairs. The senior journal is run by Chinese, but its competitor aims at being "an honest newspaper produced by qualified Europeans," the staff being "thoroughly conversant with the French, German, and Russian languages." Both journals are about half the size of the *Daily Press*.

Mr. A. Fong, the well-known photographer of Queen's Road, succeeded in getting some excellent and very remarkable photographs of the balloon ascent and the parachute descent on Saturday.

The retiring and newly-elected directors of the Tung Wo Hospital yesterday morning waited upon H.E. the Governor and presented a report on the past year's working of the hospital. The report was read by Mr. Sin Tak Fan. His Excellency expressed his pleasure with the management of the institution, and after Mr. Lau Chu Pak had voiced their appreciation of the Governor's kindness the deputation withdrew.

FINANCES OF THE COLONY.

The Colonial Treasurer's financial statement for the month of November shows the balance of assets and liabilities on 31st October to have been \$687,033.23, and this amount, together with a revenue for November of \$561,039.35, gives a total of \$1,248,073.08. Deducting November's expenditure, which totalled \$955,879, there is a credit balance of \$292,194.08.

The statement of assets and liabilities for the month places the assets at \$770,284.65, and the total liabilities at \$278,090.57. The re-estimate due by railway construction account on 31st December, 1908, stands at \$1,356,135.50, from which has to be deducted on account of 1909, thus leaving a total of \$833,836.71. This amount, together with the balance of assets (general account) of \$1,176,080.79.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, January 11th.
THE MACAO QUESTION.
China's rather peremptory refusal to accept arbitration in the Macao boundary question has created a very unfavourable impression. General Maohide offered every concession that was possible in regard to the selection of an arbitrator, saying that he would agree to the matter being referred to a king, a president, a merchant, a diplomat or to a committee. H.E. Leung Tung Yen was in an awkward position, for he is a Cantonese, and his reply appears to have been given in accordance with the wishes of the Cantonese. China contends that her case is good; that the agreement of 1887 was modified before being ratified by the Throne, hence her refusal to accept arbitration is the more difficult to understand. The original agreement, signed on China's behalf by the Customs representative, undoubtedly provided for the cession to Portugal of "Macao and its dependencies," but China claims that the words "and its dependencies" were struck out before the agreement was signed at Peking. The deadlock that has been reached must be removed by China, and it will then be Portugal's turn to say in what manner the question must be decided. The plea that "foreigners favour foreigners" is not borne out by history, for China, in consequence to no little extent of her weakness, always secures a fair measure of sympathy and help when she has blundered into difficulties.

AMERICA'S RAILWAY PROPOSALS.
China's need of a steamway was never more clearly demonstrated than it was by her hasty assent to America's proposal for the Peking to take over the Manchurian railways. She appears to have acted on the first impulse. No doubt the idea of recovering, at once, all the Manchurian railways was very attractive, but other features of the case soon forced themselves upon her notice. Reflection brought the conviction that Russia and Japan would not agree to sell their lines at a loss; and to pay whatever prices might be asked would probably be out of the question. Manchuria had railways been a burden upon China and the question arises whether the Empire would support the Government in its construction of a heavy loan solely for Manchuria at a time when her financial resources were in such a parlous condition. Secondly, serious complications might arise in dealing with eight Powers: it was surely bad enough when there were only two. Thirdly, assuming that the initial difficulties could be overcome, would belong nominally to China, it was true, but the American proposal provided for "higher supervision over the working and business organisation," and although it stipulated that this was to be exercised on a "non-political basis," it was difficult to see how the effect could be other than unequivocal alienation of the lines so far as control was concerned.

The Grand Council continued to argue over these points after the reply had been dispatched, and turning to the diplomatic features of the case China began to realise that the matter had not received sufficient attention. Eventually, H. E. Na Tung brought the discussion to a climax by hinting that both Russia and Japan might resent the action of China. It was not pleasant reflection for poor China.

In foreign diplomatic circles it is considered that the direct result of the circular will be to hasten the proposed entente between Russia and Japan. It is not expected that the proposal will be adopted, even in part, for, of course, diplomatic representations are usually made in the maximum to allow a margin for amendment. The interests of Japan and Russia are the same, so far as the railways are concerned, and although the sale of the railways for stock might have certain attractions for these two Powers at the present moment, it is felt that Manchuria has not reached a stage at which political interests could be set aside.

A glorified international settlement of Manchuria, inaugurated at Chinese expense, would provide a suitable investment for the surplus millions of Europe and America, with the possibility of its ultimate conversion into a republic, a fascinating prospect. The railway is a question of the partition of China and the international exhibition of Manchuria would be the first step towards it.

TELEGRAMS.

[Protected by the Telegraph Messages Copyright Ordinance, 1894.]

[EDITOR'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE DISASTROUS FLOODS IN FRANCE.

LONDON, January 31st.

The river Seine has been slowly but steadily falling since yesterday, and the general situation is improving, although the distress among the populace is still acute and thousands in the suburbs of Paris are starving.

A GERMAN SENSATION.

LONDON, January 31st.

A message from Berlin states that a prominent Conservative named Oldenburg has caused the wildest uproar in the Reichstag by declaring that the Kaiser must be able to say to any of his officers at any time—
"Take ten men and shut the Reichstag."

The Socialists, Radicals, and strangers in the Chamber yelled protesting against the insult to the Reichstag.

Herr Oldenburg explained that he meant that a soldier must obey the war lords.

GERMANY'S PEACEFUL AIMS.

LONDON, January 31st.

Count Metternich, the German Ambassador at St. James, in a remarkable speech on the occasion of the Kaiser's birthday celebration in London, emphasised the German's love of peace, and declared that wars of aggression and greed of conquests was far from their thoughts. The building of ships was in accordance with the programme which had been known for the past decade. The ocean was free, Germany did not desire naval supremacy, but a position commanding respect commensurate with her commercial and colonial interests.

THE CHINCHAN-AIGUN RAILWAY.

RUSSIA AND JAPAN RESIST CHINA'S ACTION.

LONDON, January 31st.

A St Petersburg telegram states that Russia has pointed out to China that in view of Russian interests being endangered by the proposed railway from Chinchin to Aigun it will be necessary for China in granting concessions to take account of the opinion and counsels of Russia.

It is added that Japan has informed China that she is likewise interested and wishes to participate in the undertaking.

THE SITUATION IN GREECE.

LONDON, January 31st.

It is reported from Athens that the King has agreed to convoke the National Assembly.

[NORTH-CHINA DAILY NEWS SERVICE.]

THE BRITISH NAVY.

A GRAVE ASSERTION.

LONDON, January 26.

Lord Charles Beresford, speaking at Dartford, in attacking the Government's naval policy, asserted that H.M.S. *Invincible* was useless and had been unable to fire her twelve-inch guns since she was commissioned.

The *Invincible* is an armoured cruiser of 17,250 tons and has a horse-power of 41,000. Her speed is twenty-five knots. She carries eight twelve-inch guns. A unit of the First Cruiser Squadron of battleship-cruisers, she has been considered one of our best men-of-war. The *Invincible* was launched in 1907 and commissioned in March 1909.

How to be Rationed.—Keep your complexion. Mrs. Eliza's Creams, Charms, and Special Skin Tonic and Poudre Charment will enable you to do it. The Specialists for the Skin are the only of a kind. A. S. Watson & Co., Ltd., 100, Queen's Road, Hongkong.

SUPREME COURT.

Monday, 31st January.

IN CRIMINAL JURISDICTION.

Bygone His Honour Mr. H. H. J. GOMPERTZ (PUNISH JUDGE).

THE MOOSA EBRAHIM TRIAL.

The trial of Moosa Ebrahim on charges of committing offences against the Bankruptcy Ordinance was resumed. The jury was as follows:—Messrs. J. Barton, F. Maitland, A. Denison, A. Forbes, A. O'D. Gourdin, D. Haskell and D. Clark.

The Hon. Mr. F. A. Haselaud (Attorney-General) and Mr. M. W. Slade, instructed by Mr. F. B. L. Bowley, Crown Solicitor, appeared for the prosecution, while the prisoner was defended by Mr. Eldon Potter, instructed by Mr. C. D. Wilkinson and Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist). Mr. Paget Hett (of Messrs. Brutton & Hett) watched the case on behalf of interested parties.

Mr. Potter, before the resumption of the evidence, said the Attorney-General and Mr. Slade appeared for the Crown and he wished to know his position as regarded the right of reply. The law was clear that the Attorney-General had that right vested in him personally, so that if he replied he (Mr. Potter) would have no more to say. He was entitled to know what the prosecution were going to do for an obvious reason.

His Lordship—I don't know whether the Attorney-General has made up his mind or not.

Mr. Potter—I think it is a case in which your Lordship should request him to make up his mind.

His Lordship—Supposing the Attorney-General were appearing by himself without the assistance of counsel?

Mr. Potter—Then I should have nothing to say.

His Lordship—Why not?

Mr. Potter—He now has with him Mr. Slade, and we all agree that if Mr. Slade runs up on behalf of the Crown I have a right of reply, on the other hand, if the Attorney-General were appearing by himself I must assume that he would reply, and I could shape my case accordingly. In criminal cases the right of the last word is even more valuable than in putting in of evidence, and therefore counsel has to make up his mind whether or not he will call certain evidence in order to get the last word.

His Lordship—I don't know whether the Attorney-General has made up his mind. If so, no doubt he will declare it.

The Attorney-General—I have not made up my mind as to whether I shall exercise my right of reply or not, and I submit I am not bound at this moment.

His Lordship—I don't think you are, Mr. Attorney, but all I can say is that if you do subsequently make up your mind I can see no harm in your declaring it.

Mr. Fryer, formerly clerk in Messrs. Hastings & Hastings, produced certain documents.

Alanna was then cross-examined by Mr. Potter.

It was on the 24th August you were dismissed by Marican?—Yes.

And on the 29th August you received a registered letter from him?

That was in answer to a communication you wrote to him on the 27th?—Yes.

That was in answer to your demand for \$2,500?—Yes.

He told you if he owed you anything to take any legal steps you like?—Yes.

Marican said he would see his solicitor with regard to the money you embosomed?—I did not embosom.

Did he say that in the letter?—I can't remember.

You can't remember?—I have a letter I can show you.

That was so?—Yes.

You know that if any proceedings were taken about his money which was embosomed the chief witness against you would be the defendant?—No. I know he would not charge me, because I had not embosomed.

Saying you had embosomed the money, Moosa would be the man who could prove it?

Moosa examined the books daily?—Yes.

He was the only man who could give evidence against you?—The books can prove it.

As matters of fact Moosa is a witness against you at the Police Court?—I don't know.

Did you not enter into an agreement with Bates to buy a shop?—Moosa told me to buy that shop, but I told him I had not the money.

Did you personally enter into an agreement with Bates to buy that shop?—No.

Is it true or not?—I must explain.

I must have an answer. You can explain afterwards. Answer yes or no?—Yes.

Yielded?—Yes.

Mr. Slade asked Mr. Potter to treat the witness fairly.

You entered into a Gujarati agreement with this man?—Yes.

Defendant is still your partner?—Yes.

He is still your partner?—He transferred fraudulently his share to his infant son, but he is still my partner, although the name is changed.

In November, 1908, the firm of S. E. Alanna & Co. was insolvent?—I was bankrupt.

You had not become bankrupt then?—My creditors pressed me.

You were insolvent?—Yes.

Before you filed your petition in bankruptcy you transferred your business to Marican?—Yes.

You transferred it?—Yes, I fraudulently transferred it.

Mr. Potter—Fraudulently transferred it. Oh, he is speaking an honest man.

Mr. Slade—He tried to cheat his creditors. He is perfectly frank all through.

Witness—I want to clear my breast that Marican and I did this.

Did you tell this to the Official Receiver?—No.

An attempt was made to set aside this transfer to Marican?—Yes.

And it was compromised by his paying \$1,000?—Yes.

And your creditors were \$16,000 out?—Yes, they lost the money.

In November, 1907, you got \$80,000 from Moosa?—Yes.

What date?—The 9th November.

I put it to you that it was the 11th?—It was on the 9th November he gave me the money.

You were only to keep that money until Moosa wanted it?—No, he told me to keep this money, to expend some for legal costs and put the rest in the business.

You said at the Police Court that you were to give the money back to him when he wanted it?—Was that true?—No.

You said "He told me to keep it aside." Was that false?—Yes.

You kept the money for Moosa, but you made certain payments out of it.—Yes.

Two cheques for \$500 to pay his solicitors?—Yes.

You have kept a trifle of \$300 for your self?—No.

Didn't you use a little for yourself?—I don't think so.

On 27th December you drew a cheque for \$500 on the German Bank?—I can't remember.

You used that yourself?—No, I put it in the shop.

On the day he paid you \$8,000 he paid his uncle \$15,000?—Yes.

Moosa and his uncle and you went out for a walk?—Yes.

And after you came back he took \$15,000 from his pocket and gave it to his uncle?—Yes.

So he had been walking round Hongkong that day with \$25,000 in his pocket?—I don't know.

Did you see the notes he gave to his uncle?—I only saw the roll. Moosa said to his uncle—Here is the \$15,000; look after my family.

You know that Moosa's uncle agreed to subscribe \$25,000 rupees towards paying off the debt?—Yes.

Do you remember that his uncle also guaranteed the bond for \$1,000 which O. C. Moosa signed?—Yes.

Do you remember that in February, 1908, Moosa's uncle was getting rather anxious about having guaranteed 25,000 rupees?—No.

Questioned as to sending a telegram, witness said he could not remember. "I am quite willing," he said, "to open my stomach and tell you everything." (Laughter.)

Where was the first time you had seen the goods that are now in Lammer's godown?—In defendant's godown.

When?—Before he went bankrupt?

When?—I think in September, 1907.

Did you examine them in detail?—I saw one piece of each.

They were old fashioned?—Yes, they would not do for my business.

And Moosa told his clerk to send the goods to Lammer's?—Yes.

Wasn't defendant anxious not to show he had an interest in Alanna & Co.?—Yes.

Would he want to have you hanging about his office ten times a day?—I went there when there were no customers.

Mr. Lammer must have known about Moosa's bankruptcy, mustn't he?—I don't know, it wasn't in the newspapers.

And he must have known about your bankruptcy?—Yes, he knew of my bankruptcy.

And there would not have been very much use sending you down to get the things from Mr. Lammer, would there?—No; I was not to see Mr. Lammer. I was to see his clerk.

Witness denied knowledge of the agreement by which he was to take Moosa's infant son into partnership in gratitude for past services by Moosa.

I put it to you that this document was drawn up by Mr. Dixon on your instructions?—I did not give any instructions at all.

Witness was re-examined by Mr. Slade in reference to promissory notes.

Mr. Potter—He gave promissory notes and thought his indebtedness was discharged. That is what he has done all along the line. He never honoured one of them.

Witness stated that he paid \$600 a month to the International Bank to pay off the promissory notes. This he continued up to the time of his bankruptcy.

Mr. Loureiro, acting manager of the Bank of China, gave evidence with regard to certain banking transactions on the part of the defendant.

Mr. G. C. Moxon, now a broker, but formerly manager of the Bank of China, said the bank gave credit to Moosa & Viera & Co. and negotiated bills for them as well as opening credits for them. When the firm failed the bank was creditor to the extent of some lakhs of dollars.

Cross-examined—He remembered a sum of 40,000 rupees being paid in by Moosa's father in India. Moosa's uncle also agreed to pay 25,000 rupees to help to liquidate Moosa's debts.

Mr. Davidson, of the Bank of China, also gave evidence.

The hearing was adjourned.

A Greek named George Kappalis was charged before Mr. E. R. Hallifax at the Magistracy yesterday with causing grievous bodily harm to a countryman. In the course of a quarrel between complainant and defendant on the first floor of 35, Queen's Road Central, the latter threw a lighted kerosene lamp at Kappalis. Complainant was severely burnt, and had to be removed to hospital. His Worship sentenced the defendant to one month's imprisonment with hard labour.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI MOJI, KOBE, JAVA and YOKOHAMA	ASSAYE	About 1st Feb.	Freight only.
SHANGHAI	ASSAYE	About 4th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 5th Feb.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 9th Feb.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	On 1st Feb, 4 P.M.	
CHIEFOO	LIANGCHOW	On 1st Feb, 4 P.M.	
SHANGHAI	SINGAN	On 2nd Feb, 10 A.M.	
SHANGHAI	LIANG	On 3rd Feb, 4 P.M.	
SHANGHAI	ANHUI	On 6th Feb, 11 P.M.	
SHANGHAI	TAMING	On 8th Feb, 3 P.M.	
SHANGHAI	CHENHUA	On 10th Feb, 4 P.M.	
SHANGHAI	CHENAN	On 13th Feb, 11 P.M.	

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MANILA CARNIVAL 5th to 14th FEBRUARY. S.S. "TAMING" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th Idem for Hongkong. Special Reduced return fare of \$50.

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N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

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STEAMERS	FOR	LEAVING
HAITAN	SWATOW, AMOY and FOOCOW	TUESDAY, 1st Feb, at 10 A.M.
HAIMUN	SWATOW	WEDNESDAY, 2nd Feb, at 10 A.M.
HAIFYANG	SWATOW, AMOY and FOOCOW	FRIDAY, 4th Feb, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

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GENERAL MANAGERS.

Hongkong, 1st February, 1910.

EAST ASIATIC CO., LD.

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RUSSIAN EAST ASIATIC CO., LD.,

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PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	About 20th February
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of February

For Further Particulars apply to

MELOHRS & CO.,
AGENTS. 6

Hongkong, 29th January, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	WAISHING	Wednesday, 2nd Feb, 4 P.M.
MANILA	LOONGHANG	Friday, 4th Feb, 4 P.M.
SHANGHAI, KOBE & MOJI	NANSANG	Friday, 11th Feb, Noon
SHANGHAI	YUENSANG	Friday, 11th Feb, 4 P.M.
SINGAPORE, PENANG & CALOUTTA	FOOKSANG	Wednesday, 10th Feb, Noon
SINGAPORE, PENANG & CALOUTTA	KUMSANG	Tuesday, 22nd Feb, Noon

FOR THE MANILA CARNIVAL.

FEBRUARY, 5th to 14th, 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila at the 20th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

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Telephone No. 215, Bal. Bxh. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. 14

Hongkong, 1st February, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

STEAMERS	TO SAIL
FOR SHANGHAI, KORE & YOKOHAMA	
S.S. SAMBIA	2nd Feb.
S.S. SAXONIA	12th Feb.
S.S. SPEZIA	15th Feb.
S.S. O. FERD. LAEISZ	27th Feb.
S.S. LIBERIA	12th March
S.S. ALESIA	25th March

HOMeward.

STEAMERS	TO SAIL
FOR Marseilles & Hamburg	
S.S. DEASIA	10th Feb.
FOR HAVRE & Hamburg	
S.S. SEGONIA	10th March
FOR ROTTERDAM & Hamburg	
S.S. SAMBIA	15th March
FOR Marseilles & Hamburg	
S.S. SLAVONIA	15th March
FOR HAVRE & Hamburg	
S.S. SAXONIA	27th March
FOR HAVRE & Hamburg	
S.S. SPEZIA	3rd April

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 29th January, 1910.

Hongkong Office. 11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATES
S.S. KIYO MARU	17,200 tons gross	Sail Feb. 26th, at Noon.
S.S. BUYO MARU	10,500	April 27th, at Noon.
S.S. HONGKONG MARU	11,000	June 25th, at Noon.
S.S. KIYO MARU	17,200	Aug. 24th, at Noon.
S.S. BUYO MARU	10,500	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO-KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

[462]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
Marseilles, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 2nd Feb, at Daylight.
	MISHIMA MARU Capt. A. E. Mose	9,000	WEDNESDAY, 15th Feb, at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 16th Feb, at Daylight.

VICTORIA B.C. & SEATTLE (KANAGAWA MARU leaving Hongkong 5th Feb, due Kobe 10th Feb, connects)	INABA MARU Capt. B. Takada	6,500	WEDNESDAY, 16th Feb, from YOKOHAMA
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VICTORIA B.C. & SEATTLE (YO MARU leaving Hongkong 3rd March, due Yokohama 15th March connects)	TAMBA MARU Capt. K. Sato	6,500	WEDNESDAY, 16th Mar, from YOKOHAMA
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SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Feb, at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 18th March, at Noon.

MOJI, KOBE & YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	THURSDAY, 3rd Feb, A.M.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. J. Nigao	6,500	SATURDAY, 5th Feb, at Daylight.

BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred Fyne	6,000	TUESDAY, 8th February.
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SHANGHAI, MOJI and KOBE	BINGO MARU Capt. G. C. Hurry	6,500	TUESDAY, 8th February.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 16th Feb, at Noon.

Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. 13

Hongkong, 1st February, 1910.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	A. Fraser	Manila	On 3rd Feb, 6 P.M.
ZAFIRO	2540	B. Rodgers	Manila	On 12th Feb, Noon

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. 12

Hongkong, 1st February, 1910.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICES—LUDGATE CHURCH LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

RAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VOUX ROAD, HONGKONG.

Japan Office—14, WATER STREET, YOKOHAMA.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANITUA 11000	March 5	March 11
ASSAYE 7500	February 19	PERBIA 7951	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACHEDONIA 10500	March 19	(Through Steamers calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10600	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 7500	April 30	KOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd £48.8 £72.12

In addition to the above Mail Steamers the following—

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	January about	March about 12
SUMATRA	February 26	March 26
NYANZA	February 23	March 23
SUNDA	March 25	May 9
NILE	April 20	June 4
SARDINIA	May 4	June 18
NOBE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

1076] E. A. HEWETT, SUPERINTENDENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 2nd Feb, at Noon.
	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 2nd March, at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING & TAKAO	"YERIMO MARU" Capt. N. KAWABASHI	TUESDAY, 1st Feb, at 5 P.M.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 2nd Feb, at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOOCOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 3rd Feb, at 8 A.M.
TAMSAI, via SWATOW, & AMOY	"DALIN MARU" Capt. Y. KUBURAKI	SUNDAY, 6th Feb, at 10 A.M.

Fast Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUNN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ABIMA, MANAGER. 877]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA, SATO, SHINNEW and KAMIYAMADA.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes: AT, AP, 6th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHUNGKING: MESSRS. GRANT & Co. MANILA: MESSRS. MACDONALD & Co.

For Particulars apply to M. OISHI, Manager, No. 2, Pender Street, Hongkong, Hongkong, 9th January, 1909. 625

MODI & WIENENBERGER PFORZHEIM I.B.

MANUFACTURERS OF
GENUINE ROLLED GOLD JEWELLERIES, NECKLETS,
BRACELETS, BROOCHES, SCARF-PENS,
WATCH-CHAINS, ETC.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

Mails from EUROPE via SIBERIA—	Date of Despatch from London.	Date due in Hongkong.	Vessel.
	7th, 8th & 12th Jan.	To-morrow.	Amak.

The *Armand Boite*, with the French mail of the 31st December, left Saigon on Saturday, the 29th ult., at 4 a.m., and may be expected here to-day. This packet brings applied to letters despatched from Hongkong on the 27th November.

The *Assay*, with the English mail of the 7th January, left Singapore on Saturday, the 29th January, at 7 p.m., and may be expected here on Friday, the 4th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 7th Dec., and the parcel mails closed in London for despatch by the all sea route on the 29th Dec., and for despatch overland on the 5th January.

FOR	PER	DATE
Swatow, Amoy and Foochow	Maifan	Tuesday, 1st, 9:00 A.M.
Saigon	Prism	Tuesday, 1st, 10:00 A.M.
		Tuesday, 1st, Printed Matter and Samples 10:00 A.M.
		Registration, with late fee of 10 cents, up to 10:45 A.M.
		Registration, Kowloon B.O., 19:00 A.M.
		No late fee.
		Letters 11:00 A.M.
		Tuesday, 1st, 1:00 P.M.
		Tuesday, 1st, 1:15 P.M.
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